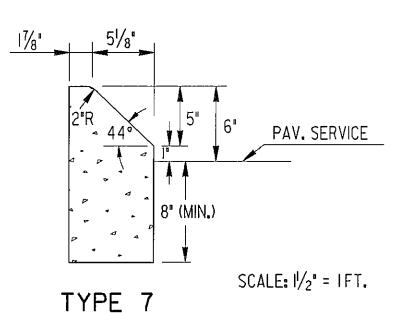


SCALE I"= IFT.

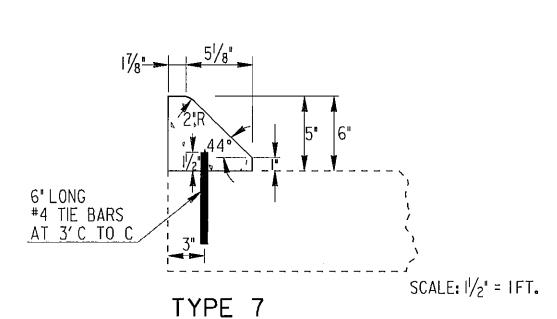
**AT CONTRACTOR'S OPTION THE GUTTER THICKNESS
MAY BE INCREASED AT EDGE OF PAVEMENT TO MAKE
BOTTOM OF GUTTER PARALLEL WITH PAVING OF BASE COURSE,
BUT THE GUTTER THICKNESS MUST NOT BE LESS THAN THE
SPECIFIED 6" OR 8" AT ANY POINT.

CONCRETE HEADER CURB



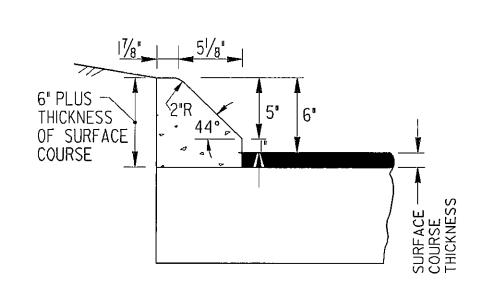
THE 8" MIN. DEPTH MAY BE INCREASED AT CONTRACTOR'S OPTION SO BOTTOM OF HEADER CURB ALIGNS WITH PAV. BOTTOM.

CONCRETE DOWELED INTEGRAL CURB



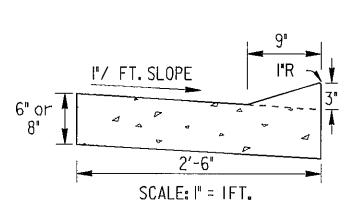
TIE BARS WILL BE PLACED AS SOON AS PRACTICAL AFTER FINISHING AND BEFORE INITIAL SET IN PPC PAVEMENT. TIE BARS MAY BE DRIVEN IN OR DRILLED & GROUTED IN ASPHALT PAVING, JOINTS IN CURB SHALL MATCH THOSE IN PCC PAV. OR BE AT 20' SPA. FOR ASPHALT PAVING

CONCRETE INTEGRAL CURB



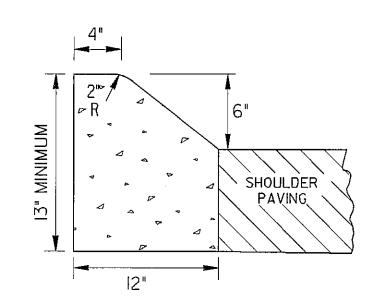
TYPE 7 SCALE: $1\frac{1}{2}$ " = 1FT.

RAISED EDGE WITH CONCRETE GUTTER



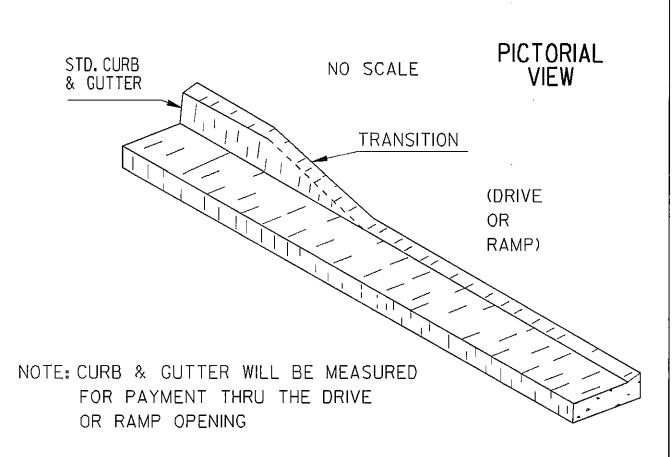
RAISED EDGE TO BE CONSTRUCTED WITH SAME CONCRETE MIX AS THE GUTTER AND SHALL BE FORMED IMMEDIATELY AFTER GUTTER HAS BEEN FINISHED OR FORMED MONOLITHIC WITH GUTTER JOINTS IN RAISED EDGE SHALL MATCH THOSE IN THE GUTTER.

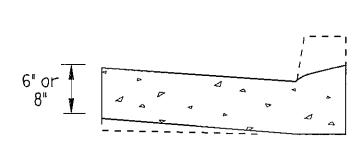
CONCRETE HEADER CURB (TYPE 6)



SCALE: 1/2" = 1FT.

DETAILS OF RECESSED CURB TYPICAL USE: AT DRIVEWAYS OR CURB CUT RAMPS

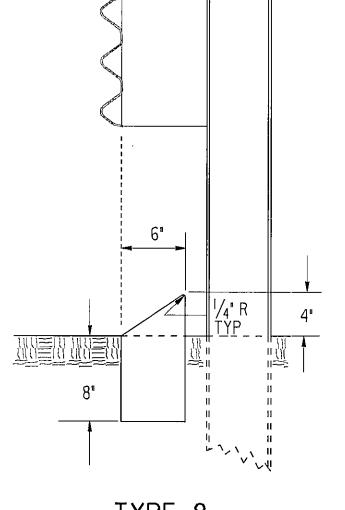




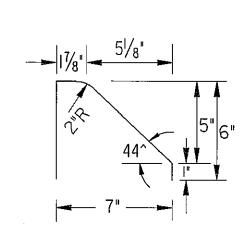
SECTIONAL VIEW

(SEE SEPARATE STANDARD FOR DRIVEWAY OR CURB RAMP FOR ADDITIONAL DETAILS.)

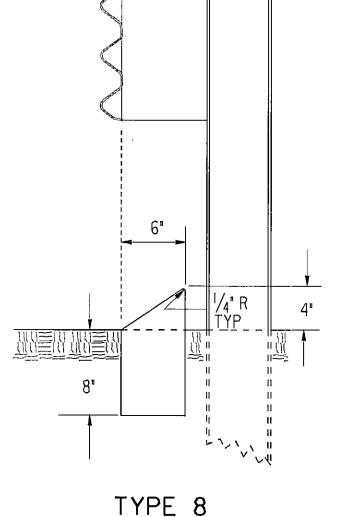
FACE OF CURB MUST ALIGN WITH BACK EDGE OF GUARDRAIL



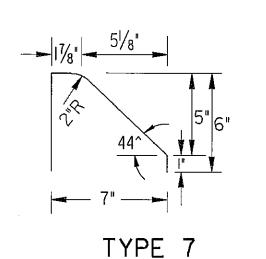
CONCRETE BARRIER AS NOTED ON

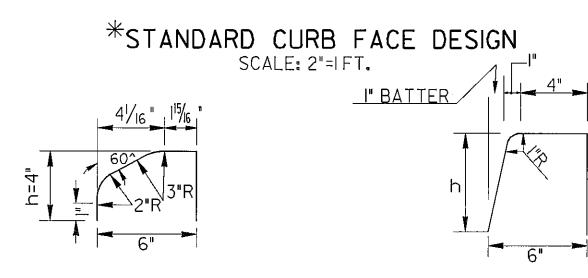


AND THE FACE OF THE OFFSET BLOCK.

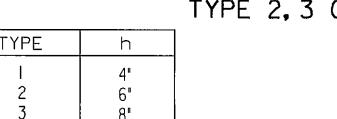


TYPE 8 CURB IS USED IN CONJUNCTION WITH GUARDRAIL CONNECTIONS TO GA. STD. 4012C.





TYPE I



CONCRETE MEDIANS (Integral)

-WITH TIE BARS-

SCALE: I"=IFT.

-WITHOUT TIE BARS-

GA.

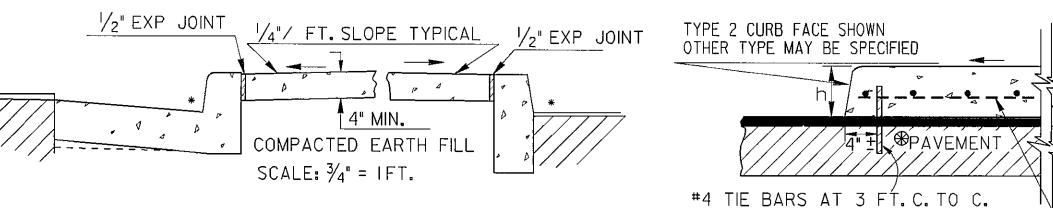
PROJECT NUMBER

CSSTP-0007-00(368)

TYPE ICURB FACE SHOWN

OTHER TYPE MAY BE SPECIFIED

88 91



IF CONCRETE MEDIAN INTERCEPTS PEDESTRIAN CROSSWALKS, WHEELCHAIR RAMPS (STANDARD 9031-W)

NOTE: WIDTH OF CONCRETE MEDIAN WILL BE AS SHOWN IN PLANS

COURSE THICKNESS #3 BARS AT 12" C. to C. BOTH WAYS OR 6 x 6-W2.9 x W2.9 WELDED WIRE FABRIC OR 4 x 4-W2.0 x W2.0 WELDED WIRE FABRIC

CONCRETE HEADER CURBS

NOTE:

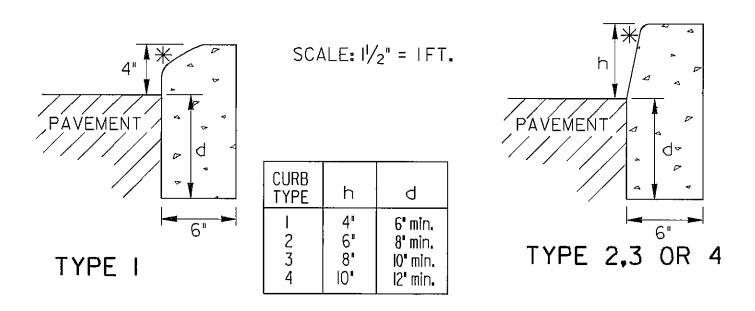
WILL BE REQUIRED.

CONCRETE MEDIAN (Between Curbs)

NOTE: CURB TYPES SHOWN ARE TYPICAL. OTHER

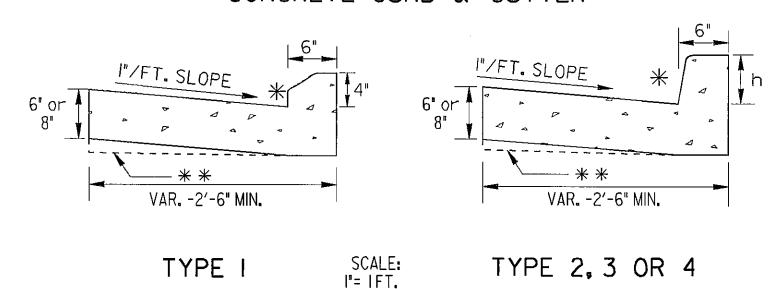
TYPES MAY BE SPECIFIED.

(STANDARD FACE DESIGNS)



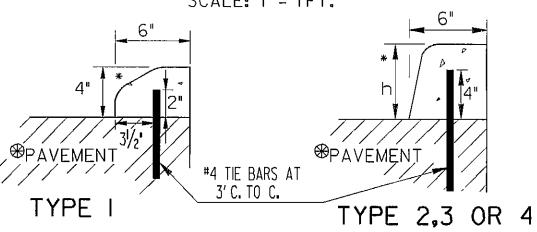
THE DIMENSION & MAY BE INCREASED AT CONTRACTOR'S OPTION SO BOTTOM OF HEADER CURB WILL ALIGN WITH BOTTOM OF PAVING

CONCRETE CURB & GUTTER



* *AT CONTRACTOR'S OPTION THE GUTTER THICKNESS MAY BE INCREASED AT EDGE OF PAVEMENT TO MAKE BOTTOM OF GUTTER PARALLEL WITH PAVING OF BASE COURSE, BUT THE GUTTER THICKNESS MUST NOT BE LESS THAN THE SPECIFIED 6" OR 8" AT ANY POINT,

CONCRETE DOWELED INTEGRAL CURBS SCALE: I" = IFT.



⊕ P.C. CONCRETE PAVEMENT-

TIE BARS WILL BE PLACED AS SOON AS PRACTICABLE AFTER FINISHING AND BEFORE INITIAL SET HAS TAKEN PLACE. JOINTS IN CURB OR CONC. MEDIAN WILL MATCH THOSE IN PAVEMENT.

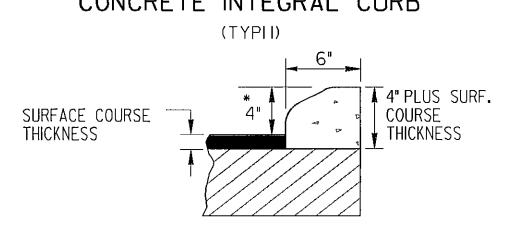
⊕ ASPHALT PAVEMENT-

TIE BARS MAY BE DRIVEN IN OR DRILLED AND GROUTED IN. CON-TRACTION JOINTS ARE TO BE CONSTRUCTED IN CURB OR CONCRETE MEDIAN AT 20 FT. SPACINGS.

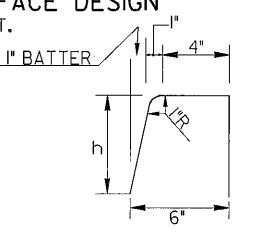
| | IUM TIE BAR LENGT ELED CURBS OR CO | · · · |
|-----------|---------------------------------------|--------------|
| CURB TYPE | P.C. CONC. PAV. | ASPHALT PAV. |
| | 6" | 8" |
| 2,3 or 4 | 8" | 12" |

TIE BARS FOR DOWELED CURBS MAY BE UNCOATED PLAIN OR DEFORMED BILLET-STEEL BARS (GRADE 40) AS USED FOR CONCRETE REINFORCEMENT. (AASHTO M-3I)

CONCRETE INTEGRAL CURB



SCALE: $1\frac{1}{2}$ " = 1FT.



TYPE 2, 3 OR 4

| | 3-03 | DATE | DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA |
|--|---------------------|----------|---|
| | ADDED TYPE 8 DETAIL | REVISION | STANDARD CONCRETE CURB & GUTTER CONCRETE CURBS, CONCRETE MEDIANS |
| | 1 | | SCALE: AS SHOWN REDRAWN SEPT., 1999 |
| | | ВҮ | DES (SUBMITTED) Ames A: Kennel NUMBER DRW STATE ROAD & AIRPORT DESIGN ENGINEER TRA (APPROVED) Conf. Conference CHK CHIEF ENGINEER 9032B |